

fate of cities and of States under modern systems of railway improvements depends upon combining such organizations, as will throw through the control and power of unit-lines, into their borders the business of other great centres, and regions of trade and production, the Baltimore and Ohio Company has continuously pursued these vital objects, and its combinations now reach, under direct and closely co-operative management, the most important centres of business in the south, in the southwest, in the west, and the northwest.

It has in Maryland, but 137 8-10 miles of its main stem, and including the Washington Branch, the Metropolitan Branch, and the Washington county Branch, (which is a leased line,) the Frederick Branch, and its smaller extensions, it has but 245 miles in Maryland, whilst in the District of Columbia, in Virginia, West Virginia, Pennsylvania, Ohio, Indiana, and Illinois, it has 1,250 miles of important lines, the operating of which is most essential to the continued prosperity and progress of the City of Baltimore. Its surplus earnings, instead of being divided among the Stockholders, have been invested in connecting lines largely for the benefit of the State, and our chief commercial city. Certainly the usefulness; the effectiveness; and the vast results of this system are recognised as of immense importance to our commonwealth, and the opulence and population of the State have been thus enormously increased. It has made investments in Ocean Steamships, for the purpose of organizing a system of ocean transportation without which no modern city can be great. It has gone into these investments when it was impossible to induce capitalists to inaugurate the enterprise with the expectation of losses, but with the certainly not unworthy object of securing great beneficial results. It thus made large losses, but it has the satisfaction to see established extensive and first class lines of steamships between Baltimore and leading European and other foreign ports. It has built hotels on its road because it could induce no individual enterprise to provide the needed accommodations for the public, and to make our State and our line attractive in this particular, and such expenditures whilst resulting in direct pecuniary losses yet have largely aided the general interests.

After pressing for years upon private enterprise the building of elevators and tendering land without cost to parties to erect such structures, it finally built elevators, which are tending to make the great port of Maryland a leading one for the export of grain on the Atlantic. It has built steamship piers at large cost in deep water for the purpose of offering the most economical facilities for the interchange of business at our port between all parts of this country and Europe, the West Indies and South America, and it furnishes,